

NO. 14 APRIL 74



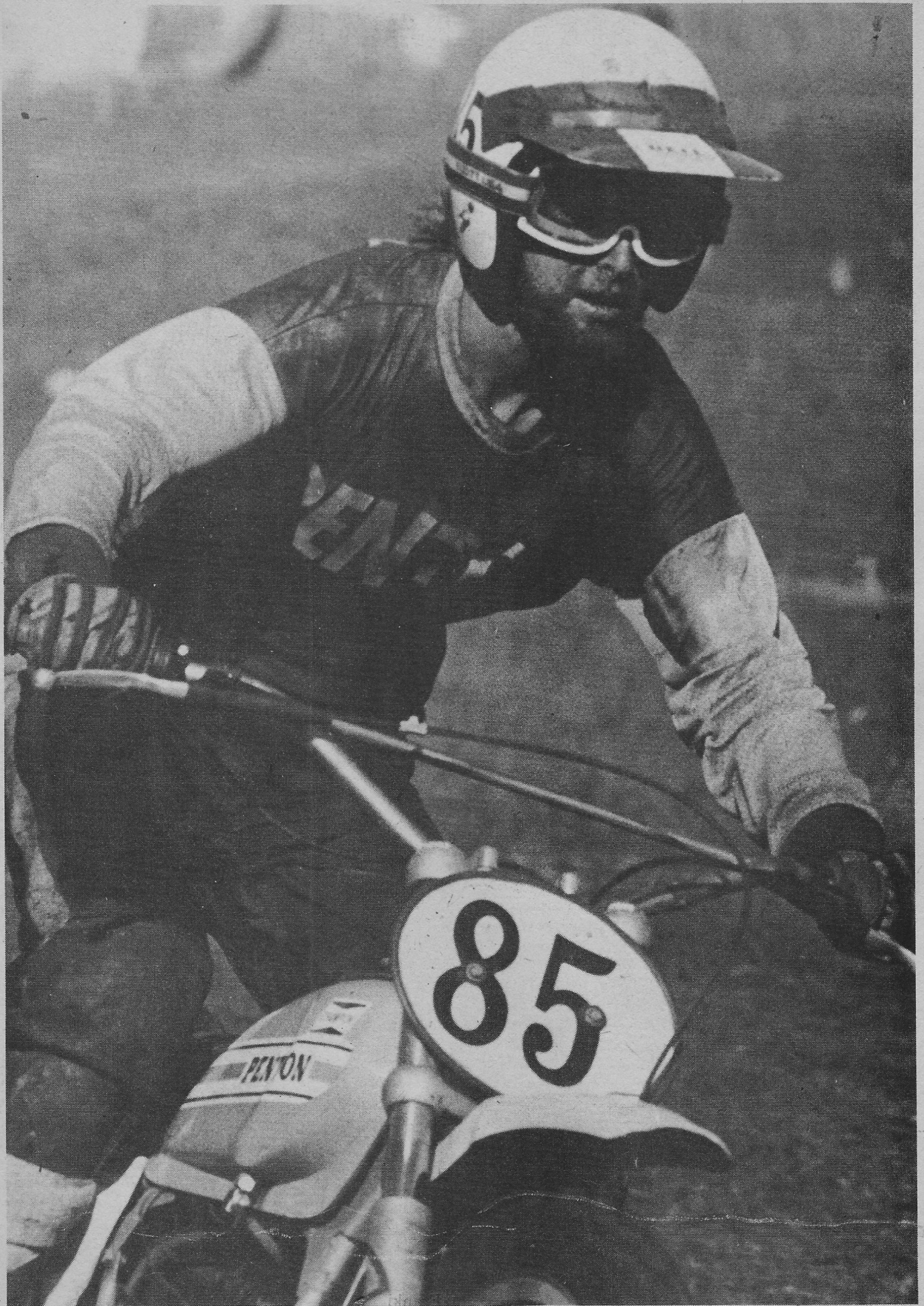
## Keeping Track

The Penton Owners Monthly News Happening!

Buck Murphy in action at the Daytona M-X.

Photo courtesy of Rusty Rae.







# SUN, SAND & MURPH... The Daytona Report

Daytona Beach, Fla., Annual Daytona Speedweek is the unofficial kick-off of the '74 racing season. Every year cyclists of every different nature flock to the warm beaches for what may be described as a "Happening".

For the Enduro rider the weekend always starts with the Annual Stone Mountain Enduro held the week before in Dalton, Georgia.

This year the Enduro was not a National and many of the better riders did not show up to ride the classic, but, the turnout was good and the weather was perfect. The run covered over 100 miles of the beautiful North Georgia mountains and was well run and scored. The run went to Tom Penton and was his first Enduro win of '74. Everybody had a good ride and next year everybody hopes it will be on the National Schedule again.



Tom Penton at Stone Mtn.

From Dalton some riders head to Florida directly to get into the warm sun and sand while others cruise over to Franklin, Georgia, southwest of Atlanta for the Tuesday 100 mile Yellow Jacket Enduro. The Yellow Jacket differs from Stone Mountain in that there are no mountains, but, plenty of piney woods and fire trails make for an interesting run. Again a Penton took high score as Art Blough, the Michigan Enduro Ace, took his new 250 to the win.

From Franklin to Daytona Beach is about a 5 to 6 hour drive and after Yellow Jacket you get into Daytona

about 2 o'clock in the morning ... but like the typical Daytona the streets are still full of people enjoying the warm weather.

For northerners like us the short sleeved climate is a blessing after over 5 months of winter. For us at the company we have cycle shows to attend, as we have displays at both cycle shows held during the week. Wednesday also allows the Enduro rider time to go down and get his riding number, route sheet, etc., for the Alligator Enduro held the next day.

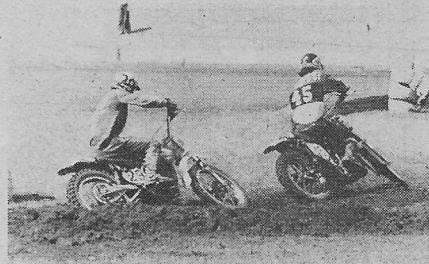
This year was the 25th anniversary of the Alligator Enduro and of all the cycle events in Daytona during the week the Alligator has the largest number of competitors, over 560 for this year's run.

The Alligator is unique in that the entire run except for 3 miles is all off-road. You never see a paved road or house till you finish the run. The run this year was extremely dry and places usually under water were high and dry. The Alligator should be renamed the stump jumper because they really run you through the palmetto stumps that definitely tax your strength. This year for the 5th time John Penton beat everybody on his 250cc Penton. To say John was happy he could still beat the young boys would be an understatement. And for his cycles to win every Enduro that week was a feather in his cap.

Friday is a good day to hit the beach early for some sand, sun and water if you are working the shows or just vacationing. If you're the Moto-Cross boys it's time to get completely ready for tomorrow's big race. Three Penton riders are entered in the Daytona M-X. Ron Huffman from Florida on the Cycle Village of St. Pete Penton has done extremely well in the Florida M-X winter series, being his first time against the M-X stars. Buck Murphy all the way from Washington State on his Penton has been having incredibly bad luck in the series to date. Buck is sponsored by Larry Davis and is super fast. Also on a Penton was John Franklin. John is

an experienced M-Xer and rides for Honda of Piqua in Piqua, Ohio.

Carl Cranke was down from Sacramento to help the Penton riders set up their cycles. Carl is a genius with the 250 and even the factory works bikes of Yamaha and Honda have a hard time matching



John Franklin at Daytona.  
the power of the 250 Pentons.

Saturday is the day of the Moto-Cross. It used to run in the morning before the 250 Amateur-Expert Road Race, but the Moto-Cross became so popular it is now run in the afternoon and the Road Race in the morning.



Ron Huffman, 5th in Series.

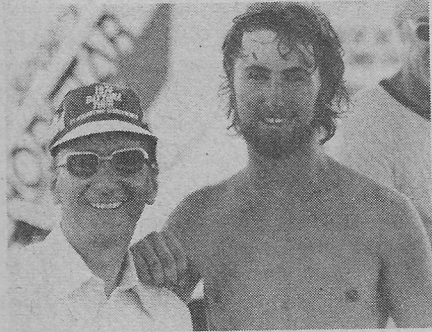
Saturday again was a typical Florida day — hot sun and temperatures in the high 80's. Great for the vacations but hard on Moto-Cross riders. All the M-X stars were there, Pierre Karsmakers, World Champion Rodger DeCoster, Jim Pomeroy, Gary Jones, Thorwaldson and right on down the line. For Penton to be racing in this caliber of talent and machinery is a new first for us as the 250 has put us into the professional tangle of super riders and super machinery. We had high hopes of doing well but never anticipated how well we would do. We thought 1 or 2 Pentons in the 10 would be a great feat.

In the first Moto, Bultaco star Jim Pomeroy took an easy win with Pierre behind him. Buck got a bad start but moved up to finish a very good 8th with Ron getting about an 11th and John about a 15th.

The second moto saw a surprise as Buck got a good start and finished 3rd. Penton hopes were looking up and both Pomeroy and Jones retired with bike problems. Pierre won the 2nd and all Buck had to do was place ahead of Thorwaldson and he was a shoo-in for 2nd overall. It must have stimulated him as on the last Moto he shot into the lead and raced his



*This is one of the first columns Tom is writing for "Keeping Track". Tom will be glad to answer your Enduro or Trials questions if you have any. If you have a question or want to know an answer write Tom Penton, "Keeping Track", 3709 West Erie Ave., Lorain, Ohio 44053. Tom will write an Enduro or Trials article in every issue whenever he isn't away riding in some Enduro or Trials.*



Mr. Trunkenpolz and Buck. 250 in 1st place before Pierre and Jones got by later in the race but he held off Thorwaldson and raced home to a 2nd overall as the Penton pits went crazy. Finishing 2nd behind Pierre for young Buck and Penton was more than any of us ever anticipated. Ron Huffman also rode his Penton into 10th overall for a good ride and a 5th in the Florida Series. John Franklin had trouble in the 2nd Moto when he was involved in a crash at the start line. Mr. Trunkenpolz, President of KTM was in attendance and to say he was happy would be an understatement. For Carl Cranke it was a moment of real glory as his tuning of the 250's showed them to run with the factory Yamaha of Karsmakers.

Well for Penton the weekend couldn't have been more rewarding. Three Enduros overall and 2nd in the Daytona Moto-Cross. Sunday is the day of the big race and to sort of top it all off it turned out to be a European weekend too as Agostini took his Yamaha to a convincing victory in the Road Race.

Daytona is over but for the thousands who went down to watch, participate and work it will be long remembered for the weather was perfect and everything seemed to be perfect. At least we at Penton have no complaints. Try to make it next year; you'll never regret it.

24 mph

$$\begin{array}{r} .4 \\ 6 \overline{)2.4} \\ \underline{10} \overline{)24.0} \end{array} \qquad \begin{array}{r} 1 \\ 6 \overline{)6} \\ \underline{10} \overline{)60} \end{array}$$

That's .4 mi in 1 min, or 2 mi in 5 min. A check could be at any multiple of .4 mi.

23 mph

$$\begin{array}{r} 2.3 \\ 10 \overline{)23.0} \end{array} \qquad \begin{array}{r} 6 \\ 10 \overline{)60} \end{array}$$

2.3 mi in 6 min. Check possible every multiple of 2.3.

The most common average is 24 mph, for which we have developed our special timing technique. We have seen that at 24 mph we go .4 mi in 1 min, or 2 mi in 5 min. These are the basics from which we have a 2-step method of finding the time to a given mileage.

It is important when timing to avoid thinking in the terms of a lot of figures, but rather learn to form a mental picture of the watch and the positions of the minute and second hands.

We time a 24 mph average by breaking the watch down into 5 min segments. Each 5 min segment of the watch represents 2 miles. Observe the following:

.0 mi	= 0 min	}	*
.4	= 1		
.8	= 2		
1.2	= 3		
1.6	= 4		
2.0 mi = (2.0 mi) + .0 mi	= 0 min		
2.4 mi = (2.0 mi) + .4	= 1		
2.8 mi = (2.0 mi) + .8	= 2		
3.2 mi = (2.0 mi) + 1.2	= 3		
3.6 mi = (2.0 mi) + 1.6	= 4		
4.0 mi = (4.0 mi) + .0 mi	= 0 min		

\* It is important to memorize these 5 equalities, so that seeing one brings an immediate mental picture of the other. etc.

Now let's pick a mileage at random, say 63.2 mi. The rule to remember is to break a mileage down to the last whole even mile + what is left over. Thus upon seeing 63.2, form the mental picture "62.0 + 1.2". We immediately know from the 1.2 that we should be 3 min into our 5 min segment. But just which 5 min segment is that? If the run has been easy enough that we have generally been able to keep on time, then we should know somewhat instinctively that we are in the proper 5 min segment, or are early or late by as much as 5 minutes. When on time, 5 minutes is a large hunk of

# Timing

Enduros are some of the most challenging motorcycling events going. However, all too many fine riders miss out on half of the game because they don't know how to keep time. It's a shame, because the process is not really that difficult to learn. The many hours of enduro riding of my father, John, my brother Jack, and myself have gone to develop a method of timing which I hope to teach to you riders who have the ability to get through the woods fast enough, but are thoroughly confused by the timing game.

The first thing we must do is break the average speeds down to something manageable. Take 18 mph.

Think:

18.0 mi in 60 min  
Divide each side by 10:

$$\begin{array}{r} 1.8 \\ 10 \overline{)18.0} \end{array} \qquad \begin{array}{r} 6 \\ 10 \overline{)60} \end{array}$$

Continue to divide, as far as possible:

$$\begin{array}{r} .3 \\ 6 \overline{)1.8} \end{array} \qquad \begin{array}{r} 1 \\ 6 \overline{)6} \end{array}$$

Thus we go .3 mi in 1 min, or 3 mi in 10 min. A check is possible every multiple of .3 mi.



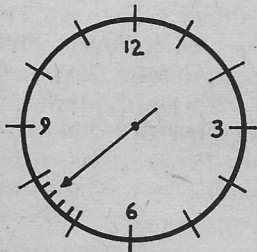
time. However, suppose the run gets tight to the extent of being a "Hare-scrambles", or perhaps we break down or get lost, or are simply confused. How do we find which 5 min. segment we're supposed to be in?

Remember the 12 multiplications from school? Observe:

Odd multipliers (3x12, 5x12, etc.)	Even multipliers (2x12, 4x12, etc.)
12	24
36	48
60	72
84	96
108	120
132	144

Mileages which are odd multipliers of 12 are at the 6 o'clock position on the watch, or 30 min into the hour, and mileages which are even multipliers of 12 are at the 12 o'clock position, or at the beginning of the hour.

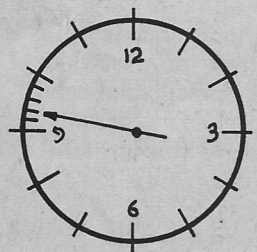
Let's go back to 63.2. Thinking  $62.0 + 1.2$ , we know we are supposed to be 3 minutes into a 5 min segment. To find which one, we take the 62.0. Quickly we should think of 60 mi as an odd multiplier of 12 ( $5 \times 12$ ) meaning 60 mi is at the 6 o'clock position on the watch (30 min) and since  $2 \text{ mi} = 5 \text{ min}$ ,  $62.0 \text{ mi} = 35 \text{ min}$ . Our 5 min segment is the one following the 35 min mark on the watch:



18.8 mi

Think:

$18.0 + .8 = 2 \text{ min into } 5 \text{ min segment}$ . 18.0 is 6 mi (15 min) past 12, an odd multiplier of 12 ( $1 \times 12$ ). So our 5 min segment is 15 min after 30 min or 45 min.

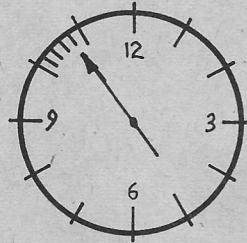


69.6 mi.

Think:

$68.0 + 1.6 = 4 \text{ min into } 5 \text{ min segment}$ . 68.0 is 4 mi (10 min) before

72 which is an even multiplier of 12 ( $6 \times 12$ ). So our 5 min segment is 10 min before 60 min or 50 min.



The checking of which 5 min segment we are in should not be necessary except for just a few times during a run, if any. Generally speaking, we are either on time, knowing well enough we are in the proper 5 min segment, and using the .0, .4, .8, 1.2, and 1.6 to keep time. Or else we are so late we've thrown watch and odometer to the wind, checking only every once in a while to see if we are coming close to getting back on time.

We come now to the problem of changing speed averages in a run with more than one average. Although most enduro runs keep a 24 mph average for the whole, many change averages, sometimes very often. This is the rule, not the exception, west of the Rockies. To be able to change averages properly, we must have two watches. The first we set at Key time and leave it there for the duration of the run. The second watch we set at our riding time, so that the minute hand is on 12 when we leave the starting line. On our route card we mark the time we are due at the mileage that the speed average changes take place. When we arrive at the mileage, we STOP!, and reset our riding watch so the minute hand is at the 12 o'clock position when we are due at that mileage. For instance, if, on our key time watch, we are 2 minutes past the time marked on our route card for a certain speed change, then we set the minute hand on our riding watch 2 minutes past 12. Of course we never worry about the hour hand. For sure we know if we are an hour late!

#### Some Do's and Don'ts

**DON'T** ride early! I tend to get nervous at just the head of my minute. If the mileage is off a wee bit or the checker's watch isn't right on, ZAP! I'm caught. Like dad always says, you can't win if you hit checks

early. Of course in free territory, like that following a check, don't worry about the watch, but at the end of that territory, STOP, let time catch up, and stay on time. It is best to stay 15 to 30 seconds into your minute.

**DO** reset your odometer often! On the west coast they don't have it, but in the East every major turn has either mileage marked on it or a number to correspond with your route card. Use it to keep your odometer accurate. Sure it's frustrating to see a guy you so doggedly worked at passing in the woods go roaring by on the road while you are monkeying with your route card and odometer, but it will irk him even more when he misses the next turn, or perhaps hits the next check hot.

**DO** anticipate checks. You know the checks can only be on those familiar multiples of .4, so be expecting to find them there. Don't allow yourself to be continually surprised.

**DON'T** go marking every turn on your route card with the time you're due there. Besides being messy and confusing, this practice has cost many a rider lost sleep before a run. Learn to time properly, and it is not necessary.

**DON'T** get so involved with timing you forget you are riding and run into a tree — or more seriously, when out on the road get run over by a car. It's better to stop, if you have to.

**DO** remember to set your riding watch so the minute is on the 12 when your number is due to leave.

**DON'T** get frustrated when after having thoroughly gone over this article you go to an enduro and are still confused. It takes experience to get everything flowing smoothly. Perseverance pays off.

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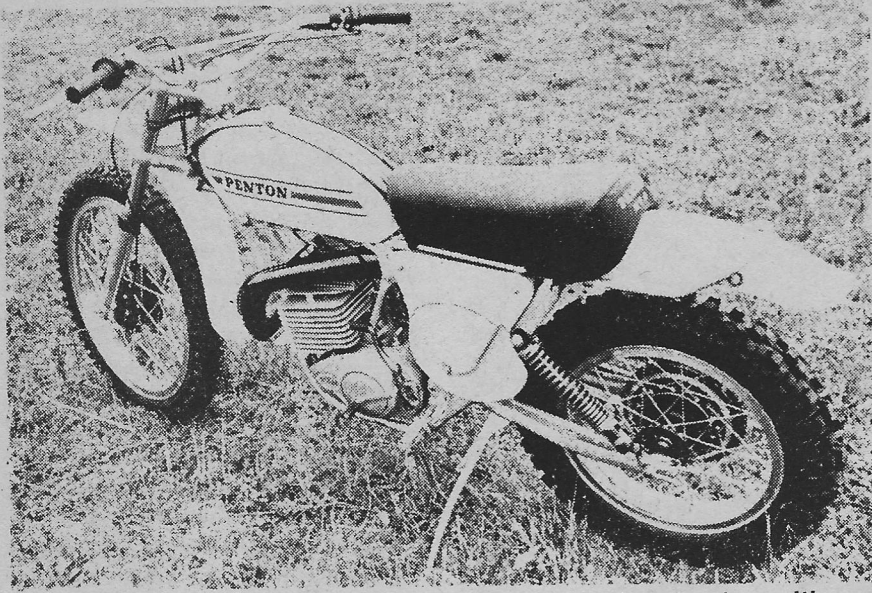
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## KING HUSSEIN BUYS 3 PENTON 250'S!!!

It caught everybody off guard but King Hussein of Jordan is a Dirt Bike Freak and when he was in the country a couple weeks ago decided he wanted the best Dirt Bike. To make a long story short he stopped in at Holmes-Hansen in West Palm Beach and bought, get this, 3, 250 Pentons and about \$1000.00 in parts. We know the King will enjoy the Pentons and who knows maybe he'll mount his troops on 250's ... in that case they could be the fastest army in the desert.



# NEW PENTON MINT 400 SPECS . . . .



Examples for shock positions

Revolutionary is the only word to describe it. It's on the production line now and should be dribbling into dealers about the 1st of May. What really sets off the 400 is the new suspension. It has adjustments for 7 different shock positions. It also features the new Ceriani gas shocks that will be exclusive on Penton 400's for 1 year!!! With the different positions you will be able to go from 3½" of travel to 7" of travel on the rear end!!! The new 400 is also super powerful.

**Stroke**  
69mm

**Bore**  
81.0mm

**Capacity**  
355.5cc

**Power**  
Appr. 42 HP at 6 700 RPM

**Cylinder**  
Aluminum cylinder with pressed in cast iron liner.

**Piston**  
Forge aluminum piston with one L-ring and one square ring.

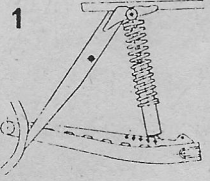
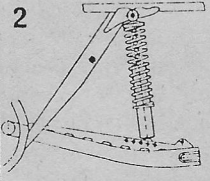
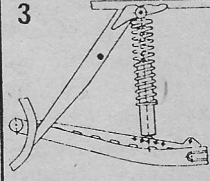
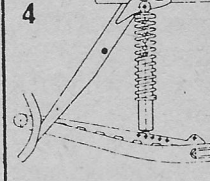
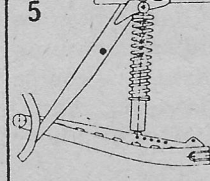
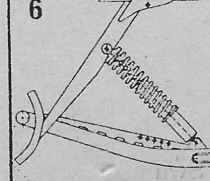
**Clutch**  
Multiple disc clutch, seven plates 2.5mm thick

**Gearbox**  
Six speed gearbox

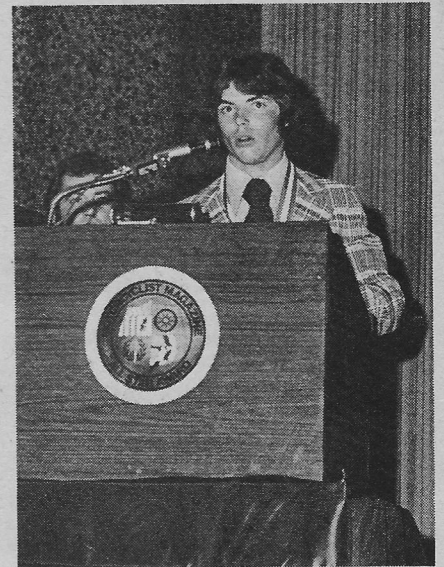
**Ignition**  
Moto-plat transistor-ignition with 35W main light power.  
Spark plugs: Champion L-57R  
Bosch W 290 T 16  
NGK B 9 HC S

**Carburetor**  
Bing 38mm center float

**Primary Ratio**  
25/69

1		Susp. travel on rear wheel <b>125mm</b> 4.9"
2		Susp. travel on rear wheel <b>131mm</b> 5.1"
3		Susp. travel on rear wheel <b>138mm</b> 5.4"
4		Susp. travel on rear wheel <b>146mm</b> 5.8"
5		Susp. travel on rear wheel <b>155mm</b> 6"
6		Susp. travel on rear wheel <b>178mm</b> 7"

# THE ALL-STAR AWARD GIVEN IN DAYTONA BEACH



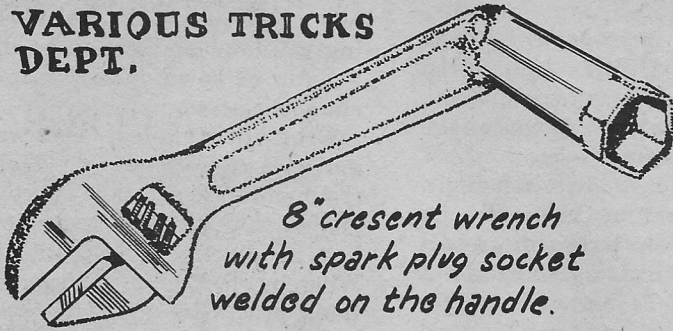
In December of last year, Motorcyclist Magazine started their 1st annual All-Star Awards. This contest was a write in ballot by the readers. There were many categories under which went the names of the candidates. After the magazine had gathered all their information together they had invited the finalists to attend a banquet. The banquet was held on March 8th at the Americana Hotel in Daytona Beach, Florida. In the Enduro category were our own Bill Uhl, Tom, Jeff and Jack Penton. The enthusiasm was building as the night went on, now it was time for the awards to be given out. The room went quiet, and the speaker started to give his speech. The Enduro category was the third to be announced and then the gentleman said in a loud, clear voice, Jack Penton. Well, I am sure you all know that all of the finalists in this category are Penton riders, which was a credit to Penton Sportcycles all the way around. But John's own son winning it was a proud time for his father.

After Jack had received his trophy, he gave a small thank you speech. He was grateful to Motorcyclist Magazine, his father for being his coach, Penton Imports, all the promoters and all the people who voted for him.

In my interview with Jack, I found him to be a very warm and sincere young man, with a bright future ahead of him.



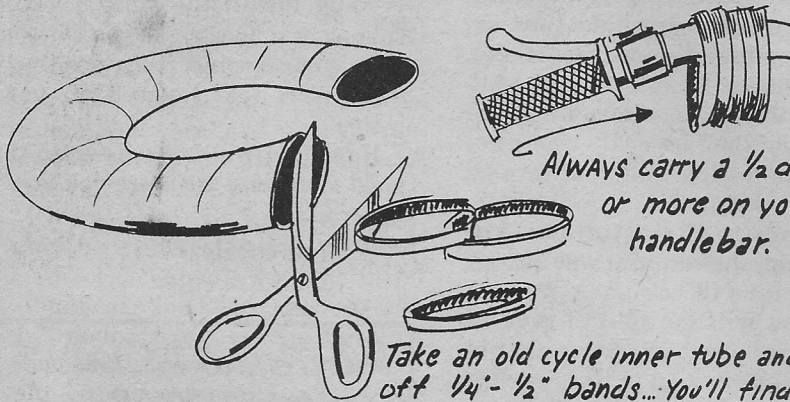
**VARIOUS TRICKS  
DEPT.**



*8" crescent wrench  
with spark plug socket  
welded on the handle.*

**GREAT FOR EVENTS LIKE HARE SCRAMBLES!**

**THAT CRAZY CYCLE TUBE RUBBERBAND....**



*Always carry a 1/2 doz.  
or more on your  
handlebar.*

*Take an old cycle inner tube and cut  
off 1/4" - 1/2" bands... You'll find  
a 1000 uses for them.*

**NAMES OF FAMOUS ENDUROS & TRIALS**



Find the following words in the above puzzle. The words can be upside down, crosswise, up and down and crossover.

- |             |                |               |              |
|-------------|----------------|---------------|--------------|
| Alligator   | Kaw Valley     | Bad Rock      | Little Burr  |
| Berkshire   | Lonesome Pine  | Black Coal    | Piney Wood   |
| Burr Oak    | Porcupine      | Cotton Boll   | Red Garter   |
| Curley Fern | Sandy Lane     | Fallen Timber | Steel Helmet |
| Greenhorn   | Stone Mountain | Jackpine      | Swamp Fox    |

**ISDT QUALIFIERS CHANGED**

The Camp Attebury, Indiana and Ft. Knox, Kentucky, qualifier has been cancelled.

The net loss of one qualifier in the eastern United States has also forced a change in the selection point system for the series. Selection points will now be based on just two events rather than three as originally planned. Also gold medal winners from the 48th ISDT will have to compete in at least two events if they wish to qualify for the upcoming ISDT in Camarino, Italy.

April 27-28  
Sunland Shamrocks M/C  
P. O. Box 515  
Sunland, Calif. 91040

May 4-5  
Motorcycle Activities Club  
P. O. Box 652  
McMinnville, Ore. 97125

June 1-2  
Potosi Stump Jumpers M/C  
106 E. High St.  
Potosi, Mo. 63664

June 22-23  
Pacific Northwest Trials Assoc.  
Box 131  
Weston, Ore. 97886

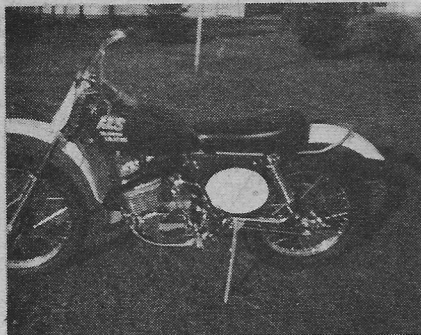
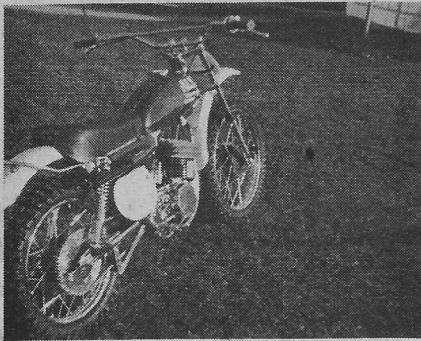
**SHOCK TIP FROM  
KNOXVILLE HARLEY**

They have found by taking the shock spring off and cutting off that portion of the rubber bumper that is bevelled (approximately 1") the shocks perform beautifully. Handling is greatly improved and there are no apparent ill effects from doing this. The rider they tried this on weighed 245, rode a 250 and had it loaded with Enduro equipment.

**MARK ADENT  
CLEANING HOUSE  
IN DESERT**

Desert star Mark Adent who made people notice him when he rode a DKW in the desert to many wins is now riding a 250cc Penton. And right now he is the man to beat in the desert. The Penton 250 is new to the desert, but its power and high speed make it a natural to traverse the sand and sagebrush as fast as you may ever want to go. We will try to get more on Mark and his riding accomplishments as Penton has never had a big winner in the desert and Mark is changing all that.





"Mean Machine"  
Chris Szymanowski's 100cc Penton  
Chrome Plated & Polished



"Show'n Go"  
Don Carpenter's 250cc Penton  
Brookhart Cycle Sales



"Cafe Racer"  
Built by Don & Robbie Burgess  
Competition Cycle Sales

Gentlemen:

This letter is in regard to the editorial by Don Laughton in *Popular Cycling* magazine, Sept., 1973 edition. This article was on the Sachs 125cc engine.

One of our customers is using a Penton Berkshire 100cc Sachs engine for Moto Crossing, and I might add, he is doing an excellent job with his 1973 Penton Berkshire 100. He has accomplished phenomenal success with twelve straight wins of first place and is only fifteen years of age.

However, last Sunday, March 10, his many wins were suddenly halted by a Yamaha of same class rating. The customer blames the mis-shifting of the Sachs transmission for the loss of the race.

We are hoping that you have an answer to help solve our problem. In reference to the article by Mr. Laughton, the editorial was strictly on the Sachs 125cc engine. We hope that you will be able to give us further information on whether or not the information in this article is correct and whether or not you have an additional kit to improve smoothness and flexibility of the transmission in question.

We will be anxiously awaiting your reply.

Thanking you in advance.

Sincerely yours,  
Harold T. Powers,  
President  
Breaks Motor Company, Inc.

Dear Harold:

I believe the basic reason for missing so many gears with a 100cc Penton is possibly because of a habitual method or way of shifting. Providing the transmission is put together correctly, adjusted correctly and shifted correctly, it is virtually and mechanically impossible to miss a gear.

When shifting up through the gears, always hold up on the gear change lever until long after you have turned on the throttle again. Likewise, when shifting down, always hold the lever down with your foot until long after you again put on the throttle. I use the term long only to assure that you do hold it up or down until you have for sure executed the throttle action. Under careful study and instruction of the immediate internals of the shifting mechanism, you will learn that the

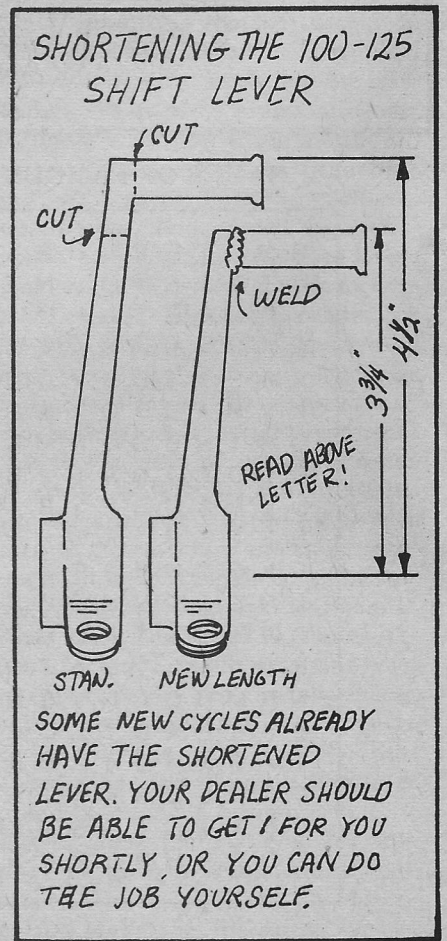
transmission gear change actually has a gear lock mechanism providing you hold the gear lever all the way up or down during your gear change executions.

Koba kit, Humbug! Good way to get rid of extra money and create extra headaches. Takes next to a genius to install and two idiots to keep in adjustment every other race. Whereby, just following my directions, practicing and concentrating on them a few hours, and there should be no more mis-shifting.

I might advise having a welder shorten the shift lever about  $\frac{1}{2}$ " to  $\frac{3}{4}$ " and install the shift lever on splines in a level so as you can just lever your upshift very positively with your foot levered on your instep.

Hope this will help. Keep up the good work and we'll see you down the trail.

Yours truly,  
John A. Penton



**PENTON**  
U. S. A.

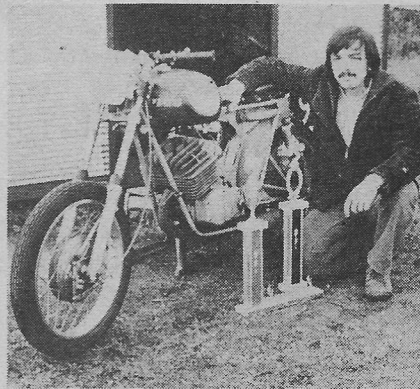




gearbox with their proverbial condemnation. It appears that the farther they go and the more they investigate, study and write about the subject, the less they know. We love the hangup they have on the Sachs gearbox. We almost believe they have for the most part eliminated our Sachs Engine powered competition, while our Sachs powered units go on proving their performance and reliability with victorious testimonials.

I just got back this morning from riding the National Curley Fern Enduro where I managed to get a nice black and blue big toe. Man the mud got deep and the water was deeper. It was a great run and really sorted the men from the boys. I've been sitting here waiting for Jack to call in to see who won. I guess I might have won the old man's class. At least I finished and there appeared to be only about 20 finishers out of 600 and some.

*John Penton*



Dear Keeping Track

Am sending you a picture of my road racing Penton. I recently won the Florida State Championship at Gainesville, Fla. in the 125 Production Class and a month later on Dec. 16 won both the Grand Prix and the Production 125 Class at Dade City in the rain. Thought you might use the picture in the next issue of Keeping Track.

Dave is doing a good job as a Penton dealer here in Warner Robins and has been giving good service to us local Penton riders.

Yours truly,  
Fred Veator  
Capri Trailer Park Lot 24B  
Warner Robins, Ga. 31093

Probably the biggest misunderstanding that we here at Penton Imports have with our dealers, customers and riders is the age old definition of enduro and moto-cross models.

Please let it be known to all concerned, interested and confused people that absolutely the only difference in the Penton enduro and M-X motorcycles are the lighting kits, speedos and rear fender.

In many parts of the country we have discovered that many times the 250 runs stronger with the enduro muffler than it does with the M-X muffler.

Any dealer or customer that thinks our enduro models are inferior in power, performance and geometry is making a grave mistake. As a matter of fact, today the best buy a person can find in the Penton line is the Enduro model.

Another interesting note to make about our model line this year is that our 100cc and 125cc bikes are coming with several different types of carbs. For instance 27mm Bing, 28mm Bing and on order 30mm Amal.

It should be understood that all these carbs will give very good horsepower and the only time you do need or can use a 30mm Carb is if you are supertuning your machine by additional porting and breathing.

I would like to make a note at this time that next month I will have a complete review and updating on our complete carburetor line.

I strongly believe myself, that carburetion is 40% of the tuning of a performance two-stroke and we have been conducting extensive research in this area.

It is really great the way Dirt Bike Magazine keeps attacking the Sachs

## IOWA 1st STATE M-X CHAMPION



Dear Keeping Track,

14-year-old Robin Leonard of Cedar Rapids, Iowa took No. 1 plate in District 22. Robin rode his 100cc Penton to overall win in Motocross competition in 100cc class, also took the 175cc class on his Bultaco. He was 4th in Hare Scrambler.

A freshman at McKinley Jr. High, Robin competes in wrestling and also enjoys snowmobile racing when not cycling.

Robin rides out of Towns Edge in Marion, Iowa and plans to compete in 250 class next year.

Would appreciate your printing this article in the Penton Keeping Track when space permits. As a family we all enjoy your paper.

Thank you,  
Barbara Leonard  
Cedar Rapids, Iowa

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**NEWS FLASH!!** Ft. Hood, Tx. Carl Cranke took his 250 Penton to the overall spot of the Ft. Hood 2-Day Qualifier. This was an important victory for Carl as last year he was top bonus points winner but a time check mix-up deprived him of the overall win.

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RESEARCH

PENTON



PENTON

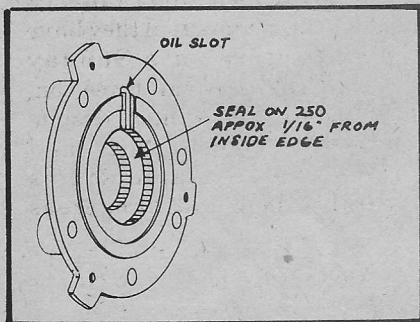
**LET'S  
DO IT  
RIGHT**

J. D. SLATER

DEVELOPMENT

When setting up your new 250 Pentons there are a couple procedures that you should add.

First pull off the ignition side cover, the flywheel, ignition stator and stator backing plate which is held on with 3 Phillips head screws. Next take the 6 Allen head screws out of the seal plate, remove the plate and see if the seal has been driven flush with the inner side of the seal plate. If so drive the seal back out  $\frac{1}{16}$  of an inch in the outer direction of the engine. (See drawing.)



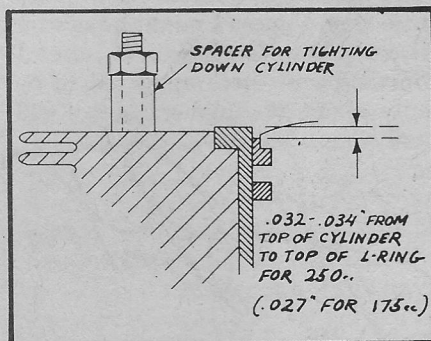
Now that the seal is properly installed you can reassemble the backing plate. Make sure the gasket lines up properly with the main bearing oil channel. If you don't check this gasket, what you just did with the seal will be wasted time. What will happen is the seal will be starved from oil, causing it to wear rapidly.

The next thing to check on is the cylinder deck height. Some machines seem to detonate and/or backfire while starting.

The cylinder deck height is checked with the head removed and torqued down to 20 ft. lbs. You will have to make up two spacers to take up the width of the cylinder head. A 13mm or 14mm socket seems to work. Make sure you have something under the socket that's softer than the cylinder so not to damage the cylinder.

Now that this is done, bring the piston up to top dead center, and

with a vernier caliper measure from the top of the exposed piston ring to the top of the cylinder liner. This measurement should be .032" to .034".



The correct measurement is made by using various thicknesses at Base Gaskets. These gaskets are available in thicknesses of .2, .3, .5, .75 and 1.0mm.

Cylinder stud nuts are torqued to 18 to 20 ft. lbs.

Please note if you do not have a proper vernier caliper to measure and get an accurate measure have your dealer check it for you.

### MIKE EMMERT STARTS RIGHT OFF RIDING WITH SUCCESS

17-year-old Mike Emmert of Apolla, Pa. just started riding last February and put in a very impressive season.

He's ridden at Honda Hills, Ravena, Uniontown, Ebensburg, Keystone and Murrysville. He rides both a 125 and 250 Penton. He was the Hi-Point season rider at Keystone with 5-1st place wins. For season he had 19-1st, 2-2nd, 1-3rd and 1-5th.

Mike rides out of J & D Engineering in Valencia, Pa. and is looking forward to another successful season aboard a new 250 M-X Penton.



On Penton motorcycles, two Nacogdoches racers won trophies in a March 3 Hare and Hound run at Woodville. The race took about three hours, and covered about 80 miles through a recently re-forested area. On the left is Bob McKnight, holding his first place trophy in the 0-100cc class which had 23 entries. He was riding a 100cc Penton. On the right is W. D. Williams with his second place trophy from the 126-200cc class, with 23 entries. He was riding a 175cc Penton.

### PINE RIDGE HARE SCRAMBLES

Two days of heavy rains fell on Rural Retreat, Virginia, but failed to dampen the enthusiasm of over 110 motorcyclists who were on hand for the hare scrambles. The seven mile course was shortened to a little over five miles. Several off camber hills were eliminated and also a portion of the swamp section was left out since most of the course was extremely slick and goeey.

Spectators and camera freaks had a field day as the riders tried to negotiate some of the steep slick down hills. Those who had failed to adequately waterproof their bikes encountered problems in the creek portion of the run.

#### 100cc

- 1st Sammy Bernard
- 2nd Jerry Tickle
- 3rd Alan Hurley
- 4th Bill Stevens
- 5th Terry Wolford

#### 125cc

- 4th Bill Goebel
- 5th Don Emmert

#### Senior

- 1st Mac Gurley



## HOW TO START THE 250cc PENTON

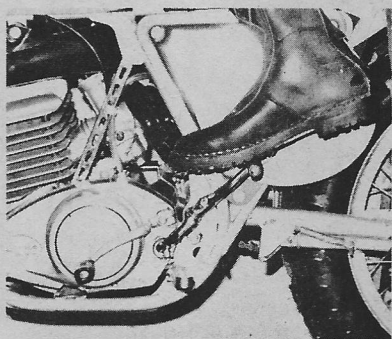
The 250 Penton and 400 Penton carry a lot of compression and many riders have found it difficult to kick, until properly instructed. Several riders have reported minor bruises to the instep of their foot if the thing happens to fire back. The following procedure should be used when kicking these machines and the rider should not experience any problems:

1. Place the ball of your foot firmly on kickstart pedal and move pedal to approximately 45° position as shown in the photo. Do not place the pedal in the arch of your foot.

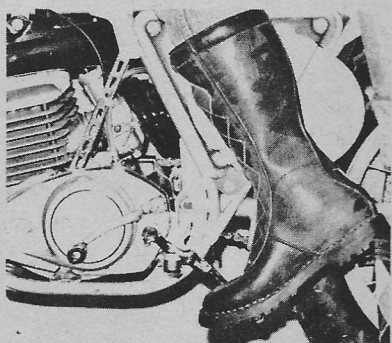
2. Kick strongly on the pedal following through with your stroke. Always follow all the way through with the stroke.

3. It is important to always keep your foot on the kick pedal during the return stroke of the lever. Never kick and simultaneously let your foot slide off the pedal allowing the pedal to fly back hard. Keeping your foot on the pedal during the return stroke prevents the lever from flying up too hard if the engine should happen to fire back and possibly cause damage to the engine. Your foot will absorb the misfire.

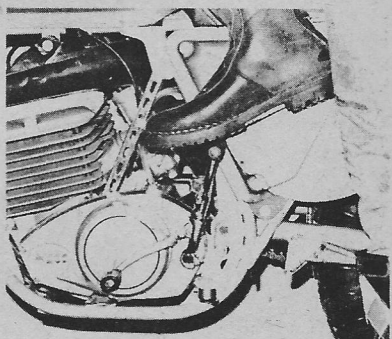
**NOTE:** This misfire is seldom and not so severe as to cause you fear of hurting your foot or leg.



**Start stroke in this position.**



**Always follow through on stroke.**



**Always return kickstarter with your foot on it. Never let it fly back by itself.**

Dear Sirs:

I wrote you about our son, Tom Dulya in August, and thought you might be interested in the progress of what we consider another up and coming Penton rider.

Since that time Tom has built his trophy count up from 14 to 33. These include 13 first places, 12 second places, and the balance in 3rd, 4th, and one 5th place.

He has 13 of your class win stickers on his helmet, and he is as proud of them as he is of his trophies. He has become known in this section of the tracks as the guy to beat in the 100 class.

Tom's future plans are to purchase a new 100 Penton in a few weeks, and go into Moto X to a greater degree this summer. Up till now, he has raced all hare scrambles, with a couple of exceptions.

I would also like to mention Bob Martin and Richard Green, who are also two more exceptional riders from this area that you will be hearing much more about. These three boys or young men, are all friends and enjoy the competition they have with each other on a Sunday afternoon. They have all three continued racing this winter, despite some mighty cold weather, and needless to say, sometimes unbearably bad and dangerous tracks.

Yours truly,  
Steve M. Dulya  
215 E. Liberty St.  
Hubbard, Ohio 44425

### OHIO ENDUROS FOR 1974

- |  |  |
|--|--|
| Apr. 21 Chillicothe Enduro                               | Oct. 13 Central Ohio Comp. Riders —<br>Lancaster, Ohio |
| Apr. 21 Fallen Timbers 125 Mile National — Toledo, Ohio  | Oct. 20 Chillicothe Enduro                             |
| May 5 Hocking Valley — Logan, Ohio                       | Oct. 27 Lancaster M. C. — Lancaster, Ohio              |
| May 12 Apple City M. C. — Jackson, Ohio                  | Nov. 3 Enduro Riders Assoc. — Laurelville, Ohio        |
| May 26 Little Burr 250 Mile National Enduro              |  |
| June 2 Athens M. C. — Athens, Ohio                       |  |
| June 9 Central Ohio Competition Riders — Lancaster, Ohio |  |
| June 23 Meigs Racing Enterprises — Pomeroy, Ohio         |  |
| July 7 Murray City M. C. — Nelsonville, Ohio             |  |
| July 28 Pioneer M. C. — Marietta, Ohio                   |  |
| Aug. 4 Enduro Riders Assoc. — Laurelville, Ohio          |  |
| Aug. 23 Meigs Racing Enterprises — Pomeroy, Ohio         |  |
| Sept. 8 Dayton M. C. — Dayton, Ohio                      |  |
| Sept. 22 Meigs Racing Enterprises — Pomeroy, Ohio        |  |
| Sept. 28 Meigs Racing Enterprises — Pomeroy, Ohio        |  |
| Sept. 29 Athens M. C. — Athens, Ohio                     |  |
| Oct. 6 Hocking Valley — Logan, Ohio                      |  |



**PENTON**  
U. S. A.





Coming or Going, Penton has the troops on the run.....





Jerry West caught Jack doing his thing at the Franklin 75 Hare Scrambles.



# Accessories for the Moto-Cross Rider



## WHITE PLASTIC CHAIN GUARD

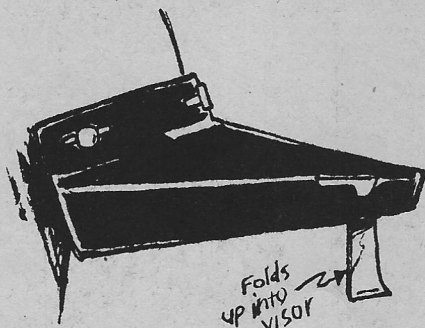
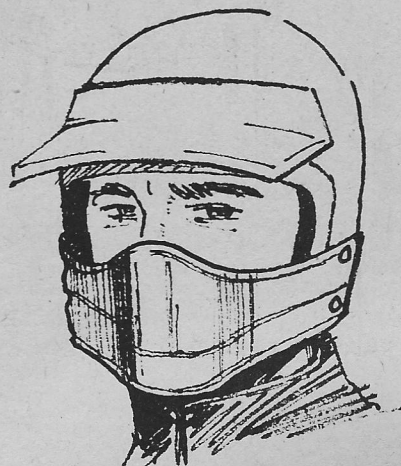
Just arrived . . . A plastic chain guard to fit all Pentons. In field tests we have found this new mud guard to work real well.

#1011

## WHITE PLASTIC ROCK GUARD

The ultimate in rock protection for the M-X rider. Snaps right onto your helmet. Snaps included. Used by all the M-X stars.

#1005



## FLIP UP GOGGLES VISOR

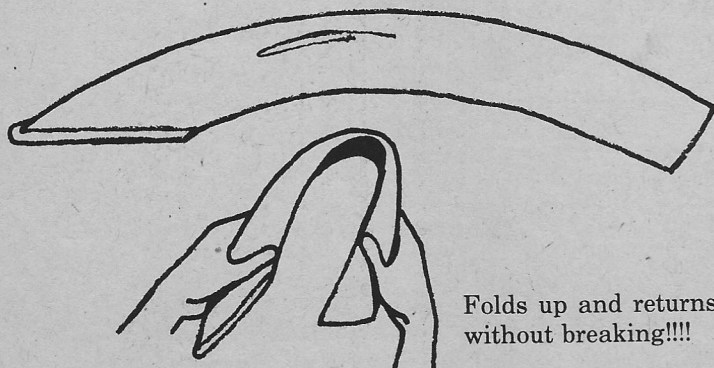
The really trick visor with a built in visor. Made of unbreakable plastic and easily flips out of the way when needed. Comes with 5 cover lenses for the goggles. Snaps right-on in place of present visor.

#592

## SELF-STICKING NUMBERS FOR NUMBER PLATES

Large 5 $\frac{3}{4}$ " numbers with adhesive backing makes numbering your plates a simple chore. Package of 100 numbers with 10 of each number. Available in Black or White.

#558



## UNBREAKABLE MOTO-CROSS FENDERS

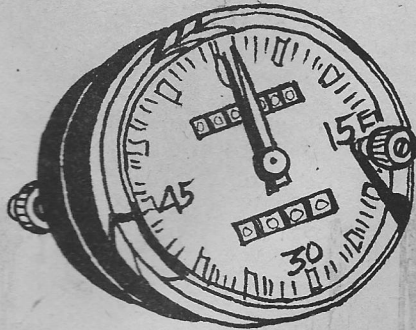
Unbreakable M-X fenders to fit all Pentons and many other cycles. Will take the abuse. Available in Red, Blue, Grey and Yellow.

#539A

Folds up and returns to original position without breaking!!!!



# Accessories for the Enduro Rider



## ENDURO TIMER

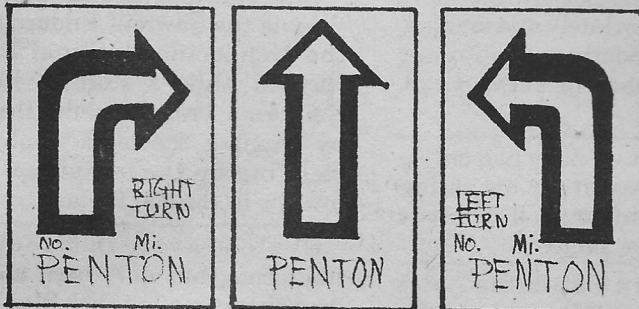
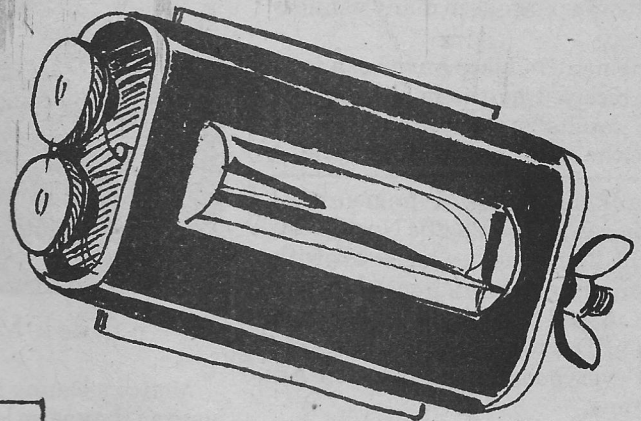
The Hi-Point Enduro Timer is designed with a 60 min. clock face. The needle will move at 24 mph average in accordance with the mileage on the odometer. This will tell you what time you should be at that mileage. All you do is match your timer needle to your pocket watch.

#1000

## ROUTE CARD HOLDER

A must for the Enduro rider. Holds your route card for easy viewing. Magnifying lens and mounting hardware all included.

#509



## ENDURO ARROWS

Great for laying out Enduros, Trials, etc. Large 8½ x 5½ in Arrows in Red with White background.

#568 S.T. #569 L.T. #570 R.T.

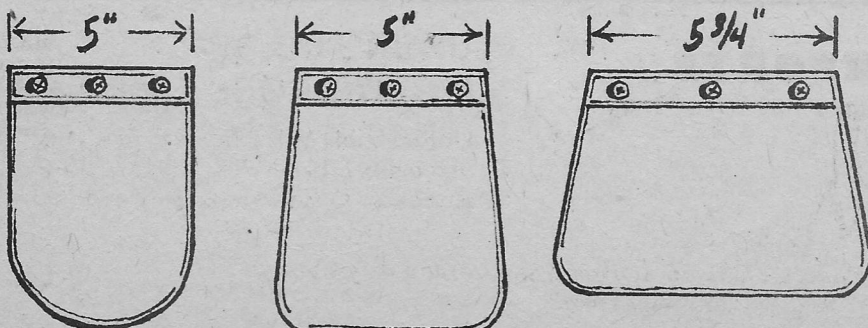


## UNBREAKABLE ENDURO FENDERS

Unbreakable Enduro fender with deep sides to keep out mud and water. These fenders will take abuse. Colors in Red, Blue, Grey and Yellow.

#539B

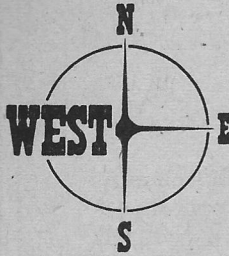
## A SIZE AND COLOR FLAP FOR EVERY CYCLE



Three styles of Hi-Point flaps to fit any size fender you may have. All made from a pliable yet form holding plastic. Available in most colors.



# THIS IS PENTON



The straight scoop from Bill "Lump" Groom on the Western scene.

As the winter winds down here in the West, and good weather starts to poke its nose through, we have had the Penton marque in many winners circles.

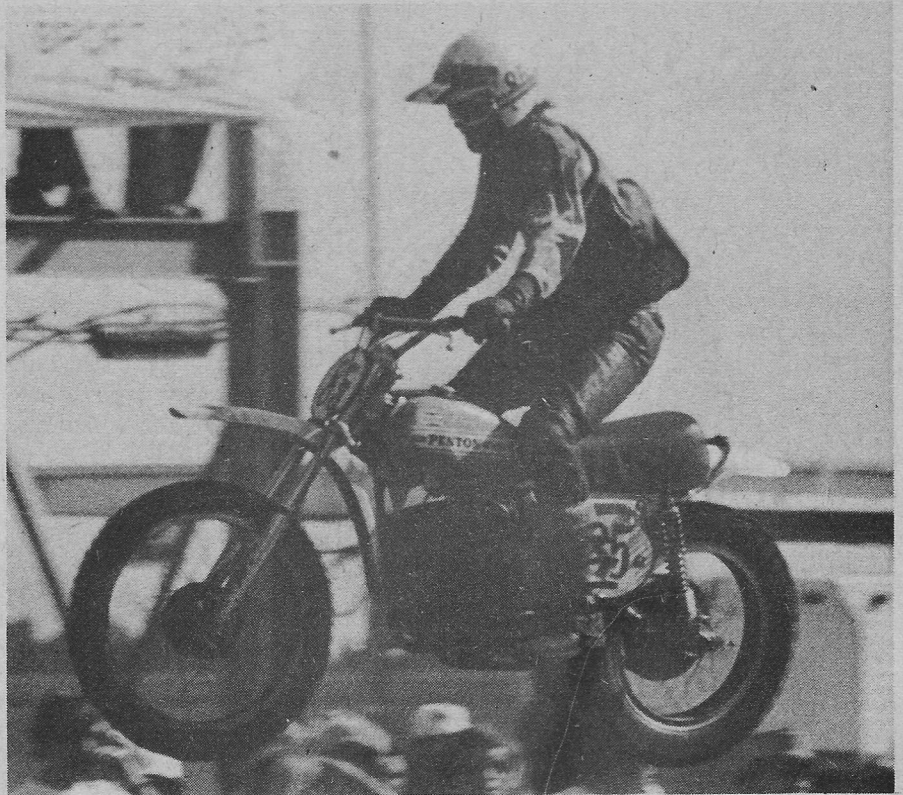
The new '74 bikes have been very well received by the public and the race results are showing why we have the number one Motorcycle.

Buck Murphy, a perennial unknown for the Pacific Northwest, set the Florida series on its ear with outstanding performance. Murphy then topped it off by a tremendous race at Daytona, then proceeded to dust everybody at the Houston Astrodome.

Ron Self, a go fast rider from the San Francisco Bay area, has been unbeatable in the CMC races in Northern California. Self, being sponsored by Trophy Cycles in Mountain View, has been undefeated since he has been riding his 250 Hare Scrambler.

Mark Gibson, on a Gene's Automotive 250, is a new and up coming rider, who race fans will be seeing more of in the future.

Donny Emler, Flying Machine Factory in Harbor City, California, has been razing all of the local troops in Southern California. Emler, who has an uncanny knack for finding riding talent, has been turning loose the fastest Pentons around.



Buck Murphy busting the berms at Daytona

Mettco's Danny LaPorte has been getting the gas on lately and making many of the Southern California racers cringe when he shows up at the gate.

One area that we have had only a moderate success in is now seeing the Penton taking over. The desert will never be the same.

Our Southern California Sales Representative Bill Friant has been undefeatable riding his 125cc. Bill tried a 250 but said it was a little fast for him so he is now chasing after the #1 desert plate on "old greenie".

Mark Adent made the switch to Penton after borrowing a friend's 250 Penton and winning three overalls in a row. Mark is now riding for the Southern California Dealers and is still showing his dust to over 800 riders every week.

One of the toughest Enduros in the West is the Sawmill Enduro run in the Mendocino National Forest. Richard Miller's store in Eureka, California brought home the Gold by winning the team trophy and cleaning up the individual class awards in the 250 B class.

Cycle Haven in Stockton, California, has only been a dealer for a short time, but Dick Blanke has been wasting no time in assembling a top flight group of Penton riders and the mountains will be seeing more Cycle Haven jerseys.

We are now preparing for the Dirt Diggers North Annual Hangtown Classic Moto-Cross. This event is one of the most prestigious in the U.S. and we would like to wish all the riders good luck and hope to see Pentons in the winner's circle.



## PENTON IMPORTS

3709 West Erie Avenue  
Lorain, Ohio 44053

BULK RATE  
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